

March 26th 2013.

Good day,

Please find attached:

1. FONAR Form completed.
2. Voyage instructions along with instructions for additional discharge port of Lake Charles.
3. BDN Copy

Please be advised basis attached 2 voyage instructions, Sanko Blossom's original voyage was to load at Bullen Bay and discharge at Corpus Christie, Tx.

Prior voyage we bunkered the vessel at Lake Charles on March 5th 2013 (BDR attached) with Fuel Oil grade 380CST/ISO 8217:2010:RMG MAX 1.0%S

Quantity 190.00 MT. With a 2 days safety margin this quantity plus RoB already onboard was enough to complete this call at Corpus Christie and we would have bunkered her outbound at a convenient bunker port.

However on March 20th 2013, vessel was asked to complete only part discharge at Corpus Christie and balance at Lake Charles, LA. Additionally vessel experienced berthing delays at Corpus Christie and now around 5 days delay at Lake Charles prior tentative berthing on 31st March.

We tried to arrange bunkers at Corpus Christie first through suppliers Valero which could not work out at the last minute as their barge had to load at Port Arthur, Tx and could not meet the ships short schedule at Corpus. Then we tried to arrange minimum 50MT LSFO through trucks. Again due to customs related delay truck delivery could not be worked through.

Vessel ETA at Lake Charles Pilot Station anchorage is today at 1330 hours LT. Vessel is currently fully compliant with LSFO (<1%) and we expect her to be able to wait for 5 days and complete part of the discharge with LSFO and in compliance with LSFO ECA regulations but there is a possibility that last 12 hours of discharge vessel may end up burning HSFO grade. Also some more delays at anchor due to berth congestion may be expected.

We have arranged for LSFO at Lake Charles immediately after discharge.

Our bunker broker is:

Trans-Tec

by World Fuel Services, Inc.

2 Greenwich Office Park,

Greenwich,

CT 06831

Tel: 203 863 0001

ctbroker@wfscorp.com

Pls advise in current circumstances where owners have done all due diligence to try and arrange LSFO at 1st ECA port of call and non compliance id it happens is basically due to port delays, if EPA can give vessel relief for HSFO usage.

Your kind cooperation will be much appreciated.

Pls let us know if you need any other information.

Awaiting your advise.

"I certify under penalty of law that the statements and information made herein are to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001".

Thanks & Regards
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Vice President
Marine and Commercial Tanker Operations

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